Visual Education Put Within Masses' Grasp By Motion Pictures

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Eighty-five per cent of all the facts we get are registered through the eye, Dr. Newell Dwight Hillis says, and he holds that being true, visual education should have a much larger place in our educational system than it has. It is also true much progress has been made in the last few years. Many of our universities and colleges, especially the State universities and our high schools, have been exhibiting motion pictures, and there is one institution, the Bureau of Commercial Economics of Washington, which has fifty-five million feet of film which can only be shown where admission is free.

Francis Holley, the director, has persuaded the Motion Picture Theatre Owners of America, an organization that controls 18,000 motion picture theatres, to create a department of public service. Mr. Holley has been appointed director-general of that department at one dollar a year, for a period of five years.

This means that these theatres will have special performances to which will be admitted free of charge the students in the high schools and the general public. Thus twenty million persons weekly will have visualized for them the important industrial and scientific pursuits, the various activities of industry, trade, commerce, agriculture, public health, and public parks, and natural scenery of our own and foreign countries.

Visual Education Recognized.

So at last visual education is coming to its rightful inheritance. We say at last, yet it could hardly have come earlier. Still photography is not yet a century old, and motion photography has been invented within the life time of most of us. It seems that as sight was the last of the senses to be evolved, so the means of the highest satisfaction of this latest of the senses has been the last to come to its own.

Now we have the telescope to explore the infinities of boundless space; the microscope, which reveals a world of wonders in a drop of dirty water; still photography, catching for an instant with the utmost impartiality and faithfully presenting scenes and human faces far beyond the power of painters and sculptors to preserve, and finally the modern wonder, the motion picture, that brings the living world with all of its action before our eyes.

Thus visual education is arousing the conservative educators from their dogmatic slumber and insisting that they face the facts; the majority of people get more through the eye than all other senses together. This is especially true of the higher fields of history, literature, science, philosophy and art.

Then it has been asserted by some of the leading minds of the race from the earliest times that the sense of sight is the most accurate and convincing. Heraclitus said about 500 B. C. that "Eyes are more exact witnesses than ears." Shakespeare causes one of his characters to say:

"I might not this believe
"Without sensible and true avouch
Of mine own eyes."

Goethe testified out of his own experience: "The eye has been the organ above all others with which I have grasped the world."

And John Theodore Marcy concludes that: "Sight is everywhere not only the beginning but also the consummation of convincing thought."

Becomes Figure of Speech.

As a modern psychologist has said, "Vision has become a metonymy for almost every form of mental action." If we do not understand an explanation, we say we cannot "see" it; when we differ with one in his attitude, we say we cannot "look at it from that point of view" or "see it in that light." In the use of that figure of speech, sight is almost invariably the one sense we use to include knowledge gained by other senses or even by abstract reasoning.

Stress is being laid today upon the education of the aesthetic sense. We need only to imagine the world of beauty which appeals to the eyes eliminated to realize how irreparable would be our loss. Just this has caused many to pity the blind, and some of the most pathetic things in literature are descriptions of living in a world darkened by the loss of sight. Milton's pathetic ode "On His Blindness" is the classical expression of such minds.

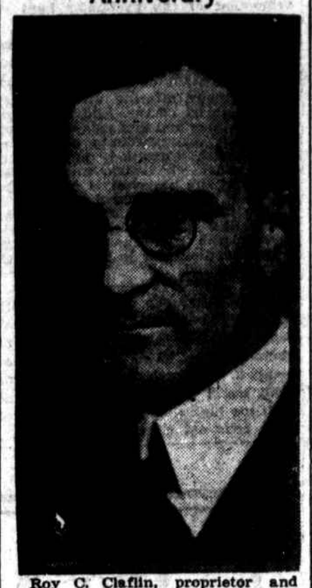
It is significant that no one of the other senses has been able to inspire any poet to such superb poetical effort.

Within itself, Socialism, like other revolutionary movements of this date, contains its own cure. If it succeeds, it gets rich. If it gets rich, it drops socialism.—Arthur Brisbane.

The trouble with so many is, the only ambition they have is the ambition to get idle. Idleness and suicide are just the same thing, though men don't find it out until it's too late.—Henry Ford.

A man without a purpose is as useless as a ship without a rudder.

Educator Of Columbia Celebrates Tenth Anniverary



Roy C. Claflin, proprietor and president of the Columbia School of Drafting, who established the Columbia School of Drafting in August, 1911, and in ten years he has developed it into one of the largest institutions in the country, specializing in the training of draftsmen. The school has just celebrated its tenth anniversary.

GREAT FUTURE IS PAINTED FOR ELECTRICITY

Louis D. Bliss Shows Wide Uses to Which Economical Power Will Be Put.

The Future of Electricity.
By LOUIS D. BLISS.
(Pres. Bliss Electric School.)

With the exception of the telegraph, the electric industry may be said to have begun in 1880. Electric lighting became commercially practical at about that time. The development of electric motors opened up a new field and power installations rapidly followed. In 1900 three billion horsepower hours were generated and consumed in the various branches of the electrical industry. In 1920 sixty billion horsepower hours were produced and absorbed. This represents a growth in the power demands of 2,000 per cent in twenty years.

Very few people realize how essential electricity has become in our daily life. The Woolworth Building in New York city could not be utilized for business purposes without the telephone and the electric elevator. The Pennsylvania Railroad Terminal Station in New York could not exist without electricity. The subway systems of our large cities, our airships and our automobiles are all absolutely dependent upon electricity for their operation. Our street cars and our factories must have electric power, and every building where human beings gather as well as every street they travel needs electric lights.

Electric energy was first developed by steam power with coal and then oil for fuel. These plants multiplied in numbers and increased in size until in the latest, the Colfax Station at Pittsburgh, Pa., we find a plant consuming the entire output of a mine, over which it is built for fuel, and the entire volume of the Allegheny river, beside which it is located, for condensation, when it attains its maximum ultimate output of five hundred thousand horsepower.

Power is now transmitted distances of two hundred and forty-six miles, straight-away in California, and projects are under way for much longer transmissions. The tendencies among the producers and the sellers of these vast volumes of power is to interconnect the generating stations and the distributing systems in certain localities until they form one stupendous super-power system, into which all generating stations feed, and from which all consumers in city and country within a given area, draw power.

Such an inter-connected system now exists on the Pacific Coast through which many hundreds of thousands of horsepower are transmitted, sometimes in one direction, sometimes in another, through a net work having an aggregate length of two thousand miles, in which there is only one gap. A similar super-power system is projected for the Atlantic seaboard, extending from Boston to Washington, and a considerable distance inland through New York and Pennsylvania. These systems are expected to effect tremendous economies in the cost of power to the consumer.

Simultaneously with the realization of these undertakings, will come the electrification of our trunk line railroads in rapidly increasing numbers. The Chicago, Milwaukee and St. Paul Railroad already has over six hundred miles of its transcontinental lines including its mountain division, electrified, and it is only a matter of time, until its trains are operated exclusively by electricity from Chicago to the Pacific Coast. Other roads are planning similar developments, because of the unquestionable economy which has been conclusively demonstrated in favor of electricity over steam operation.

Water power development and interconnected super-power systems mean a substantial reduction in the cost of power per kilowatt hour to the average citizen. In many localities, this will mean that not only lighting, but heating and cooking by electricity will be within the reach of the average person.

STEADY DEMAND FOR DRAFTSMEN OF REAL SKILL

Opportunities Increase for Those Who Can Fill Industrial Requirements.

Never before have the prospects for an unusual increase in the demand for skilled draftsmen been so pronounced as at the present time.

During the war and the resulting prolonged business depression throughout the country, from which we are now only beginning to emerge, construction work has been so greatly restricted that it will require many years for it to be caught up. This also applies to manufacturing, which has been seriously retarded.

Shortage of Skilled.

While general industrial activities are not being resumed all at once, the process has unmistakably set in, and on almost every hand we see large and small plants putting their men back to work.

There is hardly an industrial firm which is not laying plans for a resumption of activities on a bigger scale than ever before. Many are contemplating an expansion of their capacity. All this will require a great number of draftsmen whose services are essential to all engineering, construction, and manufacturing work.

In normal times there has always been a shortage of all-round trained draftsmen, so there is every indication now that for the next generation to come and no doubt indefinitely this shortage will be most keenly accentuated.

The demand is for draftsmen who have the proper kind of training—not those who have learned something of the work through an apprenticeship or through ordinary courses such as is usually taught in high schools, etc. This fact is demonstrated by letters received by the Columbia School of Drafting of this city from manufacturers in practically all parts of the country asking that school to supply them with its graduates, these graduates being recognized by employers as professionally qualified.

Roy C. Claflin, president of the Columbia School of Drafting, recently interviewed at his office by a representative of the Educational Bureau of The Washington Times, stated that one of the surest indications of a general revival of business is the increased number of calls for draftsmen being received by him from industrial concerns. Many manufacturers write that they expect to resume operations this fall and that they will need to considerably increase their drafting forces.

Mr. Claflin further stated that the reason why the graduates of the Columbia School of Drafting are sought after by manufacturers and other employers of draftsmen is because of their unusually practical and thorough training, which, while it can be mastered in from six to ten months of spare time, is the equivalent of at least several years' professional experience under a most exacting chief draftsman.

NATIONAL U. LAW SCHOOL TO START 53d YEAR OCT. 1

The National University Law School will re-open for the fifty-third annual session October 1, 1921, at 6:30 o'clock.

The faculty is composed almost exclusively of practicing lawyers, Charles F. Carusi, dean; Hon. Frederick L. Siddons, associate justice Supreme Court, District of Columbia; Charles Cowles Tucker, late official reporter of the Court of Appeals, District of Columbia; Louis A. Dent, late register of wills for the District of Columbia, and auditor for the Supreme Court of the District of Columbia; Hon. Samuel V. Proudfit, assistant commissioner, General Land Office; Conrad Syme, late corporation counsel for the District of Columbia; Albert H. Putney, dean of the American University school of jurisprudence; Milton Strasburger, late judge, Municipal Court, District of Columbia; Samuel Fouts, examiner-in-chief, United States Patent Office; George P. Barse, assistant corporation counsel for the District of Columbia; Russel P. Bellew, assistant clerk of the Supreme Court, District of Columbia; Walter F. Rogers, Hayden Johnson, Irving Williamson, L. Cabell Williamson, Julius I. Peyser, Roger O'Donnell, Thomas H. Patterson, William A. Coombe, Walter N. Bastian, Vernon E. West, Henry C. Keene, Turin B. Boone, Allen MacCullen, Theodore Peyser, Woodson P. Houghton, Godfrey L. Hunter, all of the Washington bar.